

Great Western Trail Property Owner Meeting

January 26, 2017

Duane Wittstock and Brian Hemesath

This document is not meant to be a transcript of the meeting but a summary of the questions and comments expressed at the meeting. Every effort was made to maintain the intent of each comment and question with the summary.

Meeting began at 5:30 pm (Training Room)

Duane Wittstock, City Engineer, began the meeting by introducing Brian Hemesath, Principal Engineer. Duane Wittstock started the meeting explaining with the Veteran's Parkway Road alignment in your area. Following the conclusion, which essentially shows the Great Western Trail and site map. The Natural Heritage Foundation and Bicycle Coalition expressed concerns with both the City and Warren County and did not like the initial option. We met with Warren County Conservation and came up with some other alternatives. In order for us to deal with the trail at all, the Conservation Commission and Warren County need to grant us permission. We worked with Warren County Conservation and came up with some alternatives for different alignments and the alignments that most closely fit the original alignments were D1 and D2 options. I am guessing most people have seen those. They take more additional land than the original alignment and those options were actually voted on by the commission. The commission voted not to impact the trail at all. That is where we stand at this point.

The City fully appreciates and recognizes that the original SW Connector goal was to save houses and property and to minimize the impact of a road through there and we heard you. We have two additional different options to build the road that have not been seen until tonight.

Option #1 – Build the road adjacent to the trail ROW on the north side. We put the road in as close as we can to the conservation commission property. Brian Hemesath will go into details in a little bit. This plan adversely impacts more people because it takes more Right-of-Way. In fact, it is going to take some houses out with this option and the direction we received from the City Manager was that unless everybody is okay with this direction, particularly the people whose houses we would need to purchase. The plan will probably be put on the shelf and not see the light of day but we wanted to run it by you and show you what the impacts were. If it is not successful and the group consensus is essentially not to pursue it at this time, we will probably take Veterans Parkway straight north and tie into the 35th Street Interchange on relocation 5 and make a road connection at this point and time. The problem with that for everybody is that it does not solve the problem because at some point, the road will go thru to the connecting interchange. So what we are trying to do, at least as an Engineering staff, is work up a plan that does as good as we can for the long term for everybody. For the houses that we would be taking, Brian will go through those. Consider that if we were to buy those houses we pay retail and pay relocation expenses. There are properties that would ultimately be impacted by the trail and the extra lanes. Some of those houses could stay until the extra lanes were put in. It will be substantial time in the future before the widening is required. Brian will go through the details of the E alternative is. Please ask questions as we go.

Brian - We can ask questions as we go.

Property Owner - There were two options, D1 and D2.

Brian - There is another alternative. Pave 35th Street straight North up to Maffitt and tie into where the interchange is.

Property Owner - If we do not collectively agree with this proposal, it will not be done.

Duane - The answer is correct, if the persons with the homes that we have to purchase are not okay with this, sounds like the City will just go up 35th Street for now. The road will go in at some point in the future.

Brian - This entire stretch would not be constructed (from 35th Street East). We would construct Veterans Parkway to the west and we would build South 35th Street from Veterans Parkway up to Maffitt Lake Road. It would just tie into the bridge where the interchange is. That is the fall back alternative. It goes through several properties.

Property Owner - You are getting money from Microsoft to build this road. Microsoft is going to pay for the road.

Duane - It is not money directly from Microsoft. Its property taxes that Microsoft will be paying that will be directed to the construction. The answer is yes. It will be those dollars that build the road.

Property Owner - The property owners per se are not paying for the road.

Duane - That is correct.

Property Owner - Is it a two lane or four lane?

Brian - Two lanes initially.

Property Owner - Will you buy enough Right-of-Way to build six lanes?

Brian - Yes and I can go through that when we talk about the next alternative.

Brian - We are going to have to build one of them. If we cannot get the alternative that I am going to show you to work, we are probably going to have to fall back on to the 35th Street alternative.

Duane - There are other alternates if the conservation commission and Warren County changes their position, the E alternative could be in play but at this time, they are not.

Brian - Showing the overview in E.

Duane - We will make the exhibits available on the web tomorrow.

Brian - If anyone wants a meeting with Duane or I afterwards, tomorrow or next week just let us know and we will set something up that meets your schedule. If it is in the evening or we can come to your house, whatever it is. We will make time for you.

Duane - You guys are the ones that are impacted. We want to accommodate you.

Property Owner - 35th Street example – What would the access road be for the construction? Would it be just paving that 35th Street north until you get to Adams Street?

Duane - It will be 50th Street just for construction. Paving stops at Countyline Road and the City will pave it down to Adams Street. If you been on Pine, south of Willow Creek golf course, that street went in really fast. We are still going to do that.

Property Owner - Is it concrete or black topped?

Duane - It is going to be one or the other. I do not know yet.

Brian - It will hard surface but a temporary surface. If a developer comes in adjacent to it, it will be upgraded to have curb and a gutter.

Duane - It will look like a county road.

Property Owner - So it will be from County Line to the Bridge.

Brian - It will be from where the pavement ends south to Adams Street. Adams Street to the bridge and from bridge to SW 60th Street and down to where to the Microsoft site where Veterans Parkway will run. Again, this is only a temporary pavement but a hard surface.

Duane – We intend to get this in before a large amount of work begins on the Microsoft site.

Brian – (E Alternative) – What we have done is essentially try to keep the 165 ft. of Right-of-Way off the adjacent trail Right-of-Way. That will go the whole length. There will be a little wedge of area there that we will have to purchase between the trail and the road. Overall what we plan to do is, with this alternative we need to pave the south side of the Right-of-Way, basically put the south curb line in its ultimate location so we would be about 30 ft. from the back of curb to the trail property.

Brian - The cross section of that might look something like this.

Brian – What we are going to do is build these two lanes on the south side, a fairly flat portion of about 15 ft. wide or so and use the last 15 ft. of that 30 ft. to try to tie our grade into the grade of the adjacent trail property. We would also run our 24” water main and transmission lines for Mid-American Energy to Willow Creek Substation down to Osmium on the south side of the pavement. With this plan, that is where it would go.

Brian – On the E2 alternative, we will start with the west end and go east. So this area right in here would require a significant portion of farmland. What our proposal will be is to construct the initial road between the trail property and the centerline of the full build Right-Of-Way. We would propose we purchase all the way out to the northerly red line and only grade to where the blue line is and allow the property owner to continue to farm the undisturbed land with some sort of an agreement in place because the City will own the property. They would be on City property farming it. We would just have to come up with some sort of agreement where you could be legally on our property. So what we are trying to do is minimize the impacts for the 15 or 20 years or whatever it is, where the two lane road is going to be in place before we widen the road. So working my way west, the first house that is impacted would be this house right here, I believe its Annette Kendall’s house. In this situation, this would be the first example of where we could purchase the entire property. Then we could potentially allow the property owners to stay in their house with an agreement with the City with an understanding

there is a road fairly close. We would come up with an agreement where they could stay in their house until we need the Right-of-Way in the future. We could put some stipulations in the agreement about the length of time that we would need to give us to use that property.

Property Owner - Were there houses on Veterans Parkway north of Iowa 5 that were close?

Duane - I do not believe there were any houses that were impacted like this segment. There is at least one that is pretty close once it is widened.

Brian - We are not grading the full 165 ft. cross section especially in this type of situation it would be foolish for us to do that. You are asking, is it really going to be 15 to 20 years? Duane and I do not know that answer. But it will be when it is developed such that the traffic will dictate it. A two-lane road can handle up to 12,000 vehicles a day. I do not know if anybody has ever driven on Ashworth Road west of Jordan Creek Parkway towards Waukeez. That road is a two-lane road and is similar to what this road will look like except this will have curb and gutter. That road right now has between 9,000 and 10,000 vehicles a day. It would take quite some time for this road to increase in traffic enough for the City to consider widening it and you would have plenty of notice before we would do that. We can't do anything overnight. We have to plan for it and would get you in the loop as soon as possible.

Property Owner - Would you purchase this piece of property?

Brian - We could purchase this entire piece of property.

Property Owner - Would that turn into a rental property for the current homeowner?

Brian - We could come up with some kind of an agreement where there would be a nominal rental charge. The City would not let someone stay in a City property for free.

Property Owner - Would you purchase it if it had a lien on it or cut their mortgage by 50 percent?

Brian - They would get a check for the retail value of the house.

Property Owner - Would you pay it off and essentially and will not have to pay anything to live there?

Brian - Well it would be some nominal amount.

Duane - Another issue, if the property owner wants to stay there they could or we could move the house.

Brian - If a property owner chose to leave, we would work that out with them and at that point, we would move the house or take it down. Any other questions. Just remember we will meet with you afterwards or at another time to talk in private of about specific property so you don't have to do it in front of everybody.

Property Owner -Who is going to take care of the ground between the road and the trail?

Duane - The City would likely maintain it.

Property Owner - How will Adams connect to Veterans Parkway?

Brian - We are not sure at this point in time what Adams Street is going to be in the future. Before we get these plans finalized we will work that out. It is going to be a situation where we will have an

interim and an ultimate solution. This is up in the air. We could delay a cul-de-sac on Adams Street here so people could still have access. But it's still up in the air. The orange roads are pretty close to where they need to be. The others are illustrated where they could be when future development occurs. Keep in mind all of the orange roads will be built when development occurs on those properties. They are not something we are going to build now. We are going to pave through existing roads and tie into them. Any questions on this drawing and I will zoom in on some other drawings.

Brian - It is just a little further over. We were discussing before where the roads would probably tie in the interim but probably put a cul-de-sac in the long term. The properties that would be effected here, this one here, we could probably have that stay but it is close to road. Again, we could purchase the entire property. This one up here to get that Right-of-Way there we would have to purchase all as well. This is a situation where we could do like on the Kendall house. Buy it now and allow them to stay there.

Property Owner - Would we take that out?

Brian - This one more than likely we would take out (referring to Denny Flinn's house). You could stay in that house in the interim but what we would do is provide you with an access here, to access your home off Veterans Parkway. This is an alternative. In this situation, we could buy the whole property and give you a check for fair market value. You could remain in your homes if you so choose until such time you decided not too or we needed it to widen the road in future.

Property Owner - What is the orange circle down here? Tell me what that is.

Brian - This would be in the future, this road would remove this connection and just cul-de-sac Adams Street so these folks could have access back to Orilla Road. But we wouldn't put this connection in long term. Basically the reason for that is access and how close accesses can be when the road gets widened. Like on Mills Civic Parkway and Jordan Creek Parkway we have a pretty strict access location policy. We only have certain areas where people can have a full access, a median break or a Right in Right out, meaning you can only turn in right or turn out right.

Property Owner - Biermann's property, would that be a cul-de-sac?

Brian - This would be a long time in the future probably 15 or 20 years. That would be when we go to widen Veterans Parkway. This is not 100 percent set in stone exactly how we are going to build it either. This is just illustrated to show you how it could happen.

Property Owner - Is this an under pass or over pass on Adams Street?

Brian - No. It will be at the grade it is today give or take a foot or two. The topography is relatively flat. We would stay pretty close to what the existing grade is. Any other questions with this particular slide. I will pull the next one and this one will impact several.

Brian - The map is turned sideways, Orilla Road going north. On this one, this house here would likely be one that we do a total take on. But would allow that property owner to stay in the house if they chose to. This house is one that we have discussed before. You have been aware of every alignment with effecting your house. This one is no different. This is one that we would take right away. If I am not mistaken this trailer is not there anymore. These are older aerals and I apologize for that. This one and this one. This one we would definitely take. This one is one we could work with property owner to

stay there if they so choose to. Those are the property impacts. These here that have yellow on them, we would only be grading out to this point right here. This is still available for them to use and we would get agreement for them to use if they chose too. But we would definitely purchase that up to that point when we go to purchase the land. This one here, I do not know if that would be, a total take but we are affecting their land. That is the extent of the property. It holds true to all of the farming property as I explained in the very beginning. It holds true with all of those properties. We would allow those properties to continue to be farmed if the property owner choose to. The only exception being would be if there is some incredibly steep grade where we would have to tie into but I do not think that is the case anywhere out here. So we should be okay.

Property Owner - What is the Intersection? (Referring to Orilla Road and Veterans Parkway)

Brian - This one here. That's probably not what we are going to do. Because it effects the trail pretty significantly. What we will likely do is, leave this intersection as is and skew it, and put some larger radius in here so that you can make the turns we would make sure this intersection is open and nothing is obstructing the site distances looking either way.

Property Owner - Is there going to be any stop signs or lights?

Brian - We have not determined that yet.

Duane - There will be some stop signs in some direction. Do not know what direction it will be. We would favor whichever traffic would be heavier.

Property Owner - I went down to the advisory committee meeting and the big concern that I got out of it and walked away was how are your secondary roads crossing the bike path going to be put in because the bicyclist do not want to have to stop every block. They don't want to worry about the speed of traffic. I took from one board member she pretty much said no, I am not going to give you anything. If you guys would agree to either above or below. I talked to other bicyclist and they really do not care. Nobody wants to pedal stop pedal stop. I know it is impacting them. Somebody brought up 50th Street or Jordan Creek Parkway. So I know from talking to them their concern is the secondary roads and not knowing where the secondary roads are going to be built. You are going to have to tear up the road and put something over or under if you even can. You are claiming you cannot and they are claiming you can, that was the biggest thing I took away. I think if you could give them assurances of how you were going to do stuff like that, they would be willing to give on the current bike trails. This couple over here, I do not know who owns the pasture. Sorry if I am speaking for you. I do not know who owns that as long as I have lived here. You go out there; you would not touch the bike path and go through the Colby's property, we all know why Colby's are there. Colby's are only there to build houses. The road gives them access to 1100 homes. They're going to be very happy. Kendall house will not be touched if you go south. It might affect him more. It is a give and take and right now, the Commission is not going to give anything until there is assurances from the City. How are you going to handle all these secondary roads? The SW Connector and bypass is going to be a 300 ft. wide. At no point does the SW Connector and bike path cross. I don't know how they are coming up with that question. On the south side of Orilla Road, they are worried about the canopy. If you go south of Orilla Road, you are not affecting the farmers as much.

Brian - There is one thing I want to mention. This mirrors as closely as to the original alternative that was studied, selected, and discussed as any of the alternatives do. If you look at it purely from what we will be disturbing below that blue line. This is as close to that original alternative as any of the alternatives. I am not saying what you are saying is wrong or right.

Property Owner –The trail people would prefer to never have a road cross the bike path.

Brian - This alternative would be in a location we would not have to go to Warren County Conservation and ask for their permission. South 35th is currently a road crossing there and will be in the future. The road from the Colby development will be an additional crossing that is not there currently. The Adams Street crossing would ultimately go away because of this cul-de-sac here.

Property Owner - We are trying to figure out where the cul-de-sac is.

Brian - This cul-de-sac can adjust and is not as big as that is showing. It is just an illustration.

Brian - Orilla is the same, it will be a crossing now and crossing in the future. County Line Road is going to be a cul-de-sac in the future. Ultimately, there is only going to be three crossings verses four crossings today. So we are actually taking away a crossing. You mentioned the over passes. Over passes need to meet American Disability Act Standards. The ramps would be running out so far to get over the roads. Be starting potentially back here and ending back here. The bridge part wouldn't be that long. You be grading out that far this really long hill and coming back down another hill.

Brian - They are taking a pedestrian bridge down in Des Moines at SW 9th.

Brian – Addressing Underpasses - Typically, if we were going to underpass for pedestrians, those work the best when you are crossing a ditch or creek. Usually the ditches and creeks are where the trails are, those are the greenways where people like to ride. If you have that grade separation, the road verses the creek you can fit those. What you run into here is we would either have to raise the road up so high, the amount of fill we would have to, and how far we would have to chase back with the fill. If it rained, we would not be able to drain the underpasses. We would have to pump water to get it to drain. Engineering wise both, options are not desirable.

Duane – The pedestrian crossing elevation from the centerline of the road to the bottom of the underpass is approximately 15 feet vertically. Is it possible, yes but not very practical?

Property Owner – That was the biggest thing when they gave us there spiel, is the crossing they just do not want to stop at every block.

Brian- When it is all said and done, they will be stopping less.

Duane – We ran rough estimates of what the D options were going to cost to get the order of magnitude would be and run a rough estimate what we thought it would cost of E options buying the properties. They are almost identical. What I am sure we cannot do is do both option D & E due to costs. Money is always a factor. If we got into a situation the bills keep getting bigger and bigger, it probably is not going to work on the City side.

Property Owner – Is the City currently working with Warren County on the two alternatives?

Duane – The answer is yes. They are meeting on those other alternatives actively.

Property Owner – What I heard from that meeting, if we hand over this trail to West Des Moines, there is no guarantees. They needed something down and in writing.

Duane -We are okay with coming up with an agreement to be frank. Other than the meetings, we had met with the staff and one commission member. We did not get a list of what they wanted so we are receptive to alternatives. We do not know what they want for sure. Whatever it is, we are still open to discussion.

Brian – We had at least four meetings with Warren County Conservation and at least one of their board members and the director. Went through all of these options at length. Discussed all of those concerns and we thought we addressed most of those concerns. It was a little surprising to us to hear that. We have been working with them, meeting after meeting and sometimes two, two in a half hours long sitting down with them going through these options.

Property Owner – So this has to disrupt all people lives because of Microsoft.

Duane – Yes and no. It is a result of Microsoft. The thing to look at here, the road will go in some day. Whether it is today or 15 years from now. There is somebody to pay for it now. When it goes in later, it probably would go in as part of development. The property long term is more valuable to get the road paid for now vs. when it is developed. Microsoft is providing an opportunity to us to put the road in.

Property Owner – Who has the final say, Warren County Conservation Commission or Warren County Supervisors?

Duane – I do not know that, that is a legal question. We are assuming Conservation to start with for sure.

Property Owner – Have the Supervisors voted.

Duane – They do not have anything in front of them because the Conservation was a no vote. There was no items for them to vote on. Nothing for them to vote on.

Duane – We do not need Warren County Conservations approval for the option.

Brian – We are not taking any of their property. They would not have to weigh in on it because; it is not effecting their property.

Property Owner – So the Warren County Supervisor have no say.

Duane – There is an Attorneys Generals opinion from 30 years ago that indicates a change of park ground use that the County Conservation Commission has to weigh in and approve. No litigation or case law, its Attorney General opinion that we are relying on. Right or wrong, do not know. City is not in a place to where we want to try it in court.

Property Owner – When is the City going to move forward with the two options?

Duane – We are going to build a road and we need to get started on the road relatively soon. Not saying we are not going to work with the Warren County, they are having conversations on how we can resolve this issue. It cannot take months to resolve it.

Property Owner – We really are not honoring what they said.

Duane – We are not proposing to do anything to their property.

Property Owner – How is plan A compared to 35th Street. That goes through somebody's property too.

Brian – We would have to work with those property owners.

Property Owner – Just trying to understand this sequence. Plan A will not take out as many houses. We were supporting plan A and understand how it affects some people. By saying that we come in taking out the houses you are going to do 35th Street. What if they say they do not want to be there?

Duane – That is when our Council will have to make a decision. I do not know the answer to that.

Duane – We are essentially trying to follow the landline outside the timber as much as possible. Then we go across the other side of timber towards the interchange to the north.

Brian – Again this is not a set in stone alignment. We basically just asked the Engineer to find a way to get from point A to point B that makes Engineering sense.

Duane – It could slide one way or another.

Property Owner – Whose land would that impact?

Brian – I do not know.

Property Owner - If you plan to build this route in 15 or 20 years, we will be back here in this same spot.

Brian – There may not be a funding source to build it.

Duane – That is why we are putting this in front of you.

Brian – We will present that information to the Council and they will make the decision. Duane and I can't say right now that there's one or two people that say no to the option I just had up there that the City Council will just say no. We don't know what the Council will say.

Property Owner - I know you stated that you could not predict the future for expansion. Those that are impacted homeowners would have that opportunity to be able to stay in their homes for an extended period of time. Is there any kind of agreement to guarantee 10 or 15 years?

Duane – The answer is yes.

Brian – It is something we would negotiate with property owner if they were willing to do that. The other thing to consider too is the homes are moveable; the City could potentially help move homes to another location. Anything is possible at this point.

Duane – We are open with that.

Brian – A wrecking ball does not have to come in and knock it down. You can keep your house and put into another location. It would be negotiable. The City would not do it themselves but would compensate to do that if that is what you chose to do.

Property Owner -What about the houses you are not going to take but ruin our property. Our view is going to be an interstate.

Brian – All the trees will still be there. We are not going to tear down any trees in the trail easement. We are not going to touch the trail property. From the property line of the trails north property line to however far we need to build the road. It could be anywhere from 70 to 90 ft. give or take from the edge of pavement to the trail.

Property Owner – The trail Right-Of-Way is 50 ft. wide.

Brian – The trail Right-Of-Way is generally 100 ft. wide.

Property Owner – Is this an annexation in West Des Moines?

Brian – Not unless there are any willing property, owners that want to annex.

Duane – Volunteer only at this point.

Property Owner – How many homes are we impacted.

Brian – There are different degrees of being impacted. The ones that we are going to take a total take on. Ones that they may be able to stay and maybe not. There are seven that are impacted. Ultimately, the ones that we actually take or move could be three.

Duane – Like Brian indicated if this works, we have the money available now where we might not in the future.

Property Owner – Is the money in the bank?

Duane – Same as. There is an agreement with Microsoft to guarantee property value and it is already executed. If they build or do not build, they are going to be writing fixed amounts of checks for property tax. It comes in every year. The answer is yes. Its essentially in the bank.

Brian –We can sell bonds in the amount we need based on committed tax revenues.

Property Owner – There is still no guarantees that you build South 35th Street.

Duane – You are correct.

Property Owner – Turn on to Adams to pave going west, will you gravel.

Brian – It will stay gravel.

Property Owner – Is Alternative A off the table.

Duane – It is not necessarily off the table.

Property Owner - So it is not off the table but the property owners in a sense have taken off the table.

Duane – I do not think our Council will vote for it.

Property Owner – There is only two viable options at this point that you are presenting.

Brian – Option E, 35th Street, D1 or D2.

Duane – The D alternates disturb the existing trail. Conversation is still going on.

Property Owner – I thought you said you were not going to disturb the trail.

Duane – Commission took a vote. Conversations are still going on.

Property Owner – My property is not directly affected. I have a concern of road noise; I would have highways on both sides of me. Will you build a noise wall?

Duane – We have not built a noise wall adjacent to a City street. They have on I-235 but there are problems with them also. We just have not done that and I think it would be remote chance that it would happen unless it is a grading issue. Probably not for noise alone.

Brian – Would we have to purchase your property to build the road?

Property Owner – No that is what I am saying, you would not have to purchase any property.

Brian – But you are going to be affected.

Property Owner – I am concerned by the noise. Having a highway in front of me.

Duane – To be frank with you, I suspect there would not be a noise wall.

Property Owner – Are there facilities for Microsoft, power, water and sewer? Are you also running water for future development? Are you going to put in fire hydrants?

Duane – There will be fire hydrants along wherever the water main is. They have to put those in for clean out. A secondary benefit is that it provides a water source down here that does not exist today. The water main is a backbone line that feeders can come off. At this point and time, which is included in the budget, is a 24" water main. We are going to build a water main somewhere but we will not do it twice.

Property Owner – You are presenting E and 35th Street options. I am wondering in this group if we could stand for which of those two options you prefer and to get a sense of what the community is thinking. If we were to ask, would you support this or that.

Brian – Whatever you guys would like.

Property Owner – What if we built 50th as a permanent street?

Duane – Countyline North we would be tearing out pavement that is not very old. That option would not be very cost affective. Could you do that, you bet but not the best way to go.

Property Owner – It's already paved road from Countyline to Adams.

Property Owner – Did the City Council express going forward and talking about a time frame in terms of how long we are going to wait and work through these.

Duane – No, last direction I got was City Manager was having a conversation with the Mayor that something needs to be narrowed down within 30 days. End of February if possible.

Property Owner – So is that including land and acquisitions.

Duane – Before we start Right-Of-Way acquisitions, we have to figure out where we are going and then turn the Engineers loose to develop plans to see if it will work. Once they do that we will figure out what the footprint of the acquisitions would be. There is a lot of time involved in that.

Property Owner – Ultimately if you go across anyone's property. Sell it or condemn it. Apparently, you cannot do that with the existing bike trail.

Duane – We heard a different position on that today from an attorney but that is what has been indicated so far. What the guy told us today was that as long as it is part of a road project we could possibly do that.

Property Owner – It's a project that benefits all of these communities. It benefits everyone in the state of Iowa.

Duane – We heard that is possible. Condemn property for bike trail. That is different from getting permission to the existing one. The City would prefer not to go down that path.

Property Owner – Based on what I heard from some of the board members in Warren County they are not confident they would have future funding for the trail to keep it up. It would be a view point.

Duane – That is what was communicated to us too. That is the County's issue not the City's. They have to build a jail and do something with the courthouse. They are tight on money. We said that the last two meetings. They told us and that is reality in Warren County.

Property Owner – I would like to know where everyone stands. Raise your hand who supports these options. (35th Street or offset alternative of original alignment).

Brian – You get a fair count, one person per property. If you have six people with you, that would not be a fair count. Show of hands – 35th (Seven people raised their hands) E (Eleven people raised their hands)

Property Owner – I think we need to work with Warren County. The only reason I voted for 35th, you know the Parkway is going to come through. It is going to happen now or 10 years from now. I am part of the red dot and I do not want to be in limbo. More stressful. You have people that lived in their homes for 60 years.

Brian – We totally understand where you are coming from. Again we are not married to these alternatives. We just want to make sure you understand the things the City would do for the different alternatives. What you would get, we are not going to go in and condemn your house and pay you half of what it is worth. We are going to pay you retail. We may buy the entire property. We can potentially leave all of the three people stay in their property if they want to for an extended period of time.

Duane – You all know the property and we are receptive.

Brian – If he chose to stay there, we were just saying this one because it is so close to the road. If we can get the road in there and he would like to stay. We are good with that too. It is not an interstate; we had the same discussion that you guys have talked about the traffic that will be on that road. There is only going to be a limited number of employees out there. In the future traffic could pick up but initially there isn't going to be a lot of traffic on that road.

Property Owner – Why do it then?

Brian – Because we have the money to do it now.

Property Owner – It was negotiated with Microsoft. West Des Moines has a hell of a chunk of change. Congratulations! Once this road goes in its great deal for the developer because they are going to be

knocking on everyone's door. They did not spend a million dollars putting the infrastructure in. Microsoft has all the money. West Des Moines owns all the property. City owns all that land from the yellow to the interstates, correct. Where will the future homes go? Where are you going to put the next fire station?

Brian – We are going to put it West of Microsoft. We have a comprehensive plan.

Property Owner – Comprehensive Plan is urban development.

Brian – It is what the plan is – Not what it is today. When development continues to move out property owners are approached by developers.

Property Owner – I am getting a little offended, this is not for Microsoft.

Brian – I do not know that we said that. What is not for Microsoft?

Property Owner – If it is being built for WDM then I think, it is good to say it is being built for WDM. What I think is going on here is that you are using the Microsoft wants this road. I am trying to understand, if it is all 35 in here if I am an employee or manager of Microsoft I am going to hop on 5 and take 35 down. This road that is being built right now there is so much stop and start.

Brian – For several years there will not be a way to get on the interstate.

Property Owner – Microsoft is paying for this. That deal was made from Microsoft. They made the deal with the City and everyone else. Flip flop all the tax benefits, with this tax coming in its going to help these developers. Colby and all the other developers will be knocking on everyone door saying since we did not have to cough up a 100 million to put this road in and infrastructure. We may give you more money for your home. You are affecting our quality of life. If that's truly going to happen, that's fine but Microsoft needs this road is a bunch of crap. They don't need this road at all. In 10 years, we are going to be taking drones back and forth to work. It appears we are all going to be taking back and forth to work possibly. Change the tone of it is not for Microsoft. You keep saying it is a road for Microsoft. I disagree with you.

Duane – It is a road because of Microsoft.

Property Owner – Exactly – You know as well as I do.

Brian – Let us agree to agree. Other people might have some more questions.

Property Owner – I asked you on the phone if Microsoft has another way in and they do. So why don't you leave us alone.

Brian – Because we have the money to build, the road and I think I said that earlier. There 30 or 40 other people heard me say it and it will benefit the City of West Des Moines. I am not taking any of that away from what it is going to do to you guys.

Property Owner – If we do not do it now there will be a different way to pay for it. Right now we have the money. It is going to happen anyway. The City is growing and it is going to happen.

Brian – That is correct.

Property Owner – Would they do the other four lanes at the same time they make the exit off 35 to Veterans Parkway?

Duane – It probably would be on a similar time line. With traffic there, you will need additional lanes. It would be a similar timeline.

Property Owner – Has the City of West Des Moines seriously looking at the possibility at taking part of the bike trail. Who would look into that.

Duane – Probably our legal staff. We would prefer not to.

Property Owner - Why not use it on the bike trail where it is not going to affect anything.

Duane – At this point in time the E alignment is the best option where we are not impacting the trail. The optimal solution would be to work with them and get best of both worlds. So if we can work with them, the City is good with that and if not this is the other option.

Property Owner – Bicyclists said last week we do not like to ride the bike trails because it is too rough. They would rather ride in the road. They all ride on the gravel road too. Not too many people go past Cumming. It is hard to swallow.

Property Owner – Will you be black topping Adams Street from Orilla Road, East of 35. No matter what plan where is

Brian – Not as part of this project.

Property Owner – Why not.

Duane - Dollars and Cents

Property Owner – Why can't you get some of that money to pave Adams Street and over to So. Orilla. That's Colby's country. You have all that development there now. Whom could I talk to about getting that paved?

Brian – Are you in the City of WDM.

Property Owner – Yes we are. We are across from Fox Valley.

Brian –Your Councilperson.

Brian – If we are looking at that from a pure cost benefit analysis for the City at large to use taxpayers' dollars or Microsoft dollars to pave that road. Should we use that money and go pave something in Valley Junction.

Property Owner – Right now, you have a road going through there. Are you taking a bridge over Adams Street?

Brian – We would not put a bridge on Veterans Parkway for Adams Street.

Property Owner – Veterans Parkway

Brian – It would be an at-grade crossing and there would be stop signs at Adams Street not Veterans Parkway.

Property Owner – Trying to wrap my head around this. We originally talk to a couple of City Managers, maybe back in October and we have known about the SW Connector project since 2012. We have had two meetings, one with Warren County Conservation and property owners here. Obviously, our house will be impacted. We have accepted this and willing to sell. Trying to figure out what we are going to do. The most frustrating thing is sitting and waiting. Well it could be 30 days and now we have this on hold. Is there any kind of realistic opinion, which this will go? We started to take steps to where we are going to go and now we have had to wait. It is starting to impact that we and may have to adjust. There was stuff I was going to do on the house and I stopped. I am getting tired of sitting and waiting. I know it is not your fault; I certainly appreciate having these meetings. I think this is a great opportunity to digest all of this information. If you could give, some type of realistic outlook and or time frame.

Duane – You are not the first to express those concerns. Coming from the City Manager, they hope to have it narrowed down next month, if everyone thinks the E route is the way to go. That's not the case tonight.

Homeowner – What do you need from us now?

Duane – What I would recommend is the people's houses that are impacted, we get ahold of you one on one and have a discussion. It is not fair we just unveiled this to you tonight. We will set up a meeting, one on one and hear what you have to say and get a better direction. Whatever that discussion ends up being, we will take to the Council and they will give us the direction they want to go.

Brian – We want to get moving on this as much as you do. You are sitting in limbo too, we have hired an engineer and they cannot get going on it.

Property Owner – You said in that original but it did not take any houses it just swung out more. Are they still open and considering that.

Brian – On this alternative to swing out away from the property.

Property Owner – E options have less effect impact on houses.

Property Owner – E option is easier, staying away from the bike trail.

Duane – If everyone here was okay with the E option the answer would be yes. If not then who knows.

Property Owner – We need to work with Warren County Commission, they are open for options that make sense. They just want a guarantee.

Brian – We have spent a lot of time with them going over D1 and D2 to make it work and affect the least amount of people.

Duane – The first meeting they had, they came up with a list of concerns they had. We sent the concerns to the designers to mitigate the concerns. I think they solve most of them. The down side is that we ended up on private property more then we started. The existing trail was impacted and existing canopy would be disturbed. It was a compromise situation to do that with the items that were expressed to us were addressed.

Duane – If everyone is okay with it, what we will do is reach out and talk to the people whose homes are affected one on one. It is not fair to do this in a big group since it was just unveiled on you.

Property Owner – Will this be on line tomorrow?

Brian – The maps will be online tomorrow. We had a general idea and did not want to post something to the web. Yes, we will post them.

Property Owner – You are taking a big chunk of property, not just the house but also the farm. This is the first time hearing this.

Duane – You guys have been great to work with. The meeting so far, the patience you have exhibited. I cannot thank you enough. You really have been great. We need to take the time it takes to find the right answers.

Brian – It is your meeting stay as long as you want.

Duane – If you have questions please get ahold of us.

Property Owner – Hi speed internet

Brian – All the fiber is private

Property Owner – With new alternative route, how would Adams Street access the road?

Brian – With this connection, we would leave for now until the road is widened. There are maybe alternatives to get and other connections pending on folks down here. There would be other ways. This is a long ways off. There would be other ways to get to Veterans Parkway. We make all developers extend connections so other property owners can get out and people are not on an island.

Property Owner – How do you determine the value of the property?

Brian – We hire a certified appraiser.

Property Owner - Is there compensation for inconvenience.

Duane – No, there is not.

Brian – If you do not agree with the appraisal, you can hire your own appraiser.

Duane – The appraiser will come and meet with you and if we go down this path, you will want to list everything. So when they come knocking on your door, visit with them and tell them every aspect you can think of.

Meeting was concluded at 7:40 pm.